

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 7210.569

01/26/04

Cancellation Date:  
April 12, 2005

**SUBJ: FLOW EVALUATION AREA (FEA) AND FLOW CONSTRAINED AREA (FCA)  
PROCEDURES USED IN CONJUNCTION WITH DAVID J. HURLEY AIR TRAFFIC  
CONTROL SYSTEM COMMAND CENTER (ATCSCC) ROUTE PROCEDURES**

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1. PURPOSE. To clarify FEA and FCA procedures, and supplement route procedures coordinated through the ATCSCC.
2. DISTRIBUTION. This notice is distributed to select offices in Washington headquarters, regional offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, all Air Traffic field facilities, international aviation field offices and interested aviation public.
3. EFFECTIVE DATE. This notice is effective April 13, 2004.
4. BACKGROUND. Procedures for FCA's were implemented in the previous year. Further evolution of FEA procedures were identified through the Collaborative Decision Making process. These procedures are the next step in the continued development of FEA/FCAs to support common situational awareness, and enable NAS users more flexibility in responding to the status of the National Airspace System.
5. CANCELLATION: Notice 7210.542 is cancelled.
6. EXPLANATION OF TERMS:
  - a. Default Route: Route(s) published by the ATCSCC in conjunction with User Preferred Trajectory (UPT), for facilities to assign aircraft that remain on the dynamic list.
  - b. Flow Evaluation Area (FEA): A region of airspace or a line, along with flight filters and a time interval, used to identify flights. An FEA should be used by system stakeholders to evaluate and/or mitigate a potential or existing constraint(s).
  - c. Flow Constrained Area (FCA): A region of airspace or a line, along with flight filters and time interval, used to identify flights subject to a constraint(s). System stakeholders must take action to mitigate the constraint identified by the FCA.
  - d. FEA/FCA flights: Aircraft that penetrate the FEA/FCA during the Valid Time.
7. RESPONSIBILITIES:
  - a. System stakeholders must:
    - (1) Remain cognizant of operational areas of interest and utilize FEA's to evaluate situations;
    - (2) Share FEA's that may require routes to be implemented;

- (3) Ensure FEA's do not contain FCA in the name and do not begin with a number;
- (4) Be sensitive to background colors when selecting colors for sharing FEA's.

Note: Background colors should not mask routes or displayed FEA/FCA's.

b. The ATCSCC must:

- (1) Issue public FEA's and an advisory, as necessary. Public FEA's must have a descriptive name pertinent to the event;
- (2) Issue FCA's and an advisory, as necessary;
- (3) Publish default route(s) on advisories that list UPT as a route;

c. Field Facilities must:

- (1) Ensure FEA's that are shared outside the FAA contain a descriptive name pertinent to the event;
- (2) Coordinate FEA's/FCA's with facilities within their area of jurisdiction;

*Note: Normally the ATCSCC coordinates with enroute facilities, enroute facilities coordinate with terminal facilities.*

- (3) Notify the ATCSCC when they wish to establish an FCA, or public FEA.
- (4) Monitor the FCA dynamic list, and take appropriate action on aircraft that remain on the list.

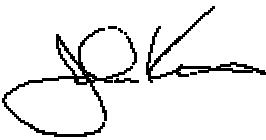
8. PROCEDURES.

- a. System stakeholders utilize private FEA's to evaluate areas of concern;
- b. If it is determined that action may be necessary to resolve the situation, and may impact other system stakeholders, the originator shares the FEA;
- c. Coordination is accomplished and a decision is made to:
  - (1) Monitor the situation;
  - (2) Make the FEA public;

*Note: This provides users with the opportunity to mitigate the constraint.*

- (3) Issue an FCA.

- d. System stakeholders respond to the advisories issued by the ATCSCC.
- e. FEA/FCA's are reviewed periodically to determine whether they need to be modified or cancelled.
- f. FEA/FCA's expire at the end of the Valid Time, unless an advisory is issued that cancels the FEA.



John W. Kies  
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